

## NUMBER 10

WASHINGTON, Marc 13.—The treasury department has a ready been called upon to act under the Sherman amendment to the existing act, executive and judicial appropriation act, authorizing the secretary of the treasury to exercise his discretion in the exchange of gold bars for such exchanges and also impose a charge for regulating this matter. As the statute construed by the treasury department is against the imposition of the charge, the ruling to this effect was first made yesterday on a telegram order for \$600,000 in gold bars for shipment from New York. The treasury department is in receipt of advices from New York to this effect: that there will be a heavy demand for gold bars for shipment by the steamers sailing for Europe Saturday.



# SENATOR BEARS.

His Death Counted Yesterday Evening.  
A Successor Now Who Rose From A Poor Boy.

Sketch of His Business and Political Career.

Clear Important Items of Washington News.

## Senator Bears Is Dead.

WASHINGTON, February 28.—Senator George Bears of California died at his residence on New Hampshire avenue in this city at 9:10 o'clock to-night. He had been ill for a long time and December last went to New York city to consult with Dr. Cass S. Ward, in regard to his condition. The physician found that he was afflicted with a complication of diseases, resulting primarily from a serious overexertion of the bowels.

There was a change for the worse in the senator's condition a day or two ago, and he grew weaker and weaker until about 7 o'clock this evening, when he passed into a state of semi-consciousness, and Mrs. Bears was made aware that his end was near. She was at his bedside at the time and immediately joined the sorrowing group about the dying man's bedside. So quiet and easy did he pass away that Mrs. Bears did not know that he was dead until so informed by Dr. Ward. He gave no indication whatever of pain or discomfort and seemed to the anxious watchers merely to have fallen asleep.

The senator's death was communicated by his private secretary, Mr. John Weckerburg, to the sergeant at arms of the senate and was subsequently communicated to that body. The president was so informed.

While the arrangements for the funeral are not entirely complete, it is settled that the remains will be taken to San Francisco for interment, and that the funeral services in this city will be brief and simple. They will probably be conducted at his late residence in this city to-morrow or Monday as it is desired to convey the remains to California as soon as possible.

George Bears was born in France in 1820. His father had gone to that state from North Carolina in 1819. The son received only a limited education at the common schools in that day. After four years he worked on his father's farm until 1840, when he caught the gold fever and went to California.

For several years he was a miner and prospector, and subsequently by location and purchase he became the owner of valuable mining interests and a large employer. Having at one time as many as 2000 men at work in his mines and an operating quartz mill that crushed 1000 tons of ore per day.

The increase of his wealth was steady and rapid, and for some years his income has been something like \$1000 per day. He has been for a long time chief partner in the extensive mining firm of Bears, Maginn, Lewis & Co. He owned about 40,000 acres of land in San Luis Obispo county, Cal., a ranch of 60,000 acres of grazing and in Otero, Mexico, stocked with a very large herd of cattle and a fine stable of thoroughbred horses.

He was a son-in-law of a large tract of land near Vera Cruz and in railroad building in Mexico. His fortune at the time of his death was estimated at \$20,000,000.

Mr. Bears's political life began in 1865, when he was elected to the California legislature and served one term. In 1888 he was a candidate before the democratic state convention at San Jose, Cal., for the nomination of governor, but was defeated by General George Stoneman.

The latter was elected governor, and when by the death of United States Senator John F. Miller in 1888, the power of appointing a senator was given to him, he appointed his former opponent for the gubernatorial nomination, Mr. Bears. The latter was re-elected in 1887 by the California legislature, which was then democratic, and his term would have expired in 1893. His death gives the republicans in the senate the same advantage which the death of Senator Miller gave the democrats.

For thirty years or more, George Bears has been one of the vital men of the west. One of the individual forces which have given direction to the quiet and vast development of its resources which is one of the material marvels of the century. But it is not as a mining expert, the organizer of gigantic enterprises or the possessor of a great fortune that he will be mourned. It is not an obituary commonplace, but the simple truth to say that his death will bring sorrow to thousands of hearts. Change of fortune made no change in the man. As a senator of the United States he was the same simple, unaffected, clear-headed, warm-hearted George Bears, who mined on the Feather and Yuba in the fifties, and took his share of the rough, free life of the claims and cabins. To the thousands of comrades who knew him he remained a ways a comrade. Ostentatious was as a horror to a man formed on his rugged lines, and it will never be known how many successful men owe their beginnings to him or how many broken lives were made easier to him because of his hidden helping hand. To hundreds upon hundreds of the associates and even the acquaintances of pioneer times he was a good providence.

Because he was so thorough a Californian Mr. Bears was held in affection by all Californians and his death has reached back to the days when railroads and the great competition of commerce, the years of hard work and intimate mingling with men of every social and intellectual grade gave him a knowledge of human nature and a sympathy with its defects and weaknesses which kept him free from that pride of purse and hardness of feeling that sometimes go with the riches of the self-made man, and while he had a singular keen perception of character and shrewdness that baffled all pretenses, his heart was tender, his charity great, and his capacity for forgiveness inexhaustible. Neither in business, politics, nor in private life would he be a carnal enemy, but when blows were necessary he would give as well as take, for he was a man of intense and strong character, but the battle over, he was for shaking hands with a good humor that had in it no mixture of guile. He was efficient, he has passed away leaving none. Without previous experience of public life, Mr. Bears, the miner and man of business, went to the senate, and a though in that body he was a newcomer, he brought to it a keen and practical sense and an industry that made him a highly useful to his people in his committee work. The sturdy good sense of the man, his knowledge of affairs, and particularly of the needs of the Pacific coast, more than compensated his constituents for deficiencies as a public speaker. He earned the esteem of the senate and the best men in it became his friends, as good men do everywhere.

His death is a serious public loss, not alone to California, but to the entire Pacific coast, and peculiarly to the miners, whose special friend and advocate he was. In the death of George Bears, a strong man and a man with a good and very judicious sense, is taken away. He had a manly, gentle and a loving heart. There will be moist eyes in thousands of western homes, grand and humble, at the news of his death, and the sorrow will not be least in the cabins dotting the canyons and streams of the Sierras.

# Attending the Land Laws.

WASHINGTON, February 27.—The conference on the committee for revision of the timber culture law and amendments of the land and laws generally, have practically reached an agreement on an entire new bill which will be brought forward at the first opportunity.

The bill that repeals the timber culture act, but with a reservation in favor of bona fide claims heretofore initiated. In computing the period of cultivation on claims already accruing it is provided that the time shall run from the date of the entry if necessary acts of cultivation are performed within the proper time. The preparation of land and the planting of trees are to be construed as acts of cultivation. Persons who have complied with the provisions of the timber culture act for four years may prove up on their claims by the payment of \$1.25 an acre.

The desert and act is amended by requiring the filing of a map showing the proposed method of reclamation, and no person shall receive patents for land under the act unless he has expended at least \$5 per acre, \$1 to be expended within each year. After four years the claim may be secured by the payment of \$1 per acre.

It is provided that in Colorado, North and South Dakota, Wyoming and the gold and silver regions of Nevada, Utah and Idaho that shall be sufficient defense to any prosecution for trespass to show that the timber cutting was for agricultural, mining, manufacturing or domestic purposes and not for transportation out of the states. This provision, however, is not to apply to railroads.

## Trouble in Hawaii.

SAN FRANCISCO, February 28.—The Chronicle's Honolulu letter dated February 18, says: Affairs are in a critical condition. Serious troubles are certain to come sooner or later. A threatening anonymous letter was printed this morning addressed to Justice and warning him that the queen's life was in danger. It is an open secret that the letter was written by Robert Wilcox, the revolutionist, for the purpose of inaugurating public demonstration against the queen, just before the queen had selected a new cabinet. As follows: Mr. Wilson, premier and minister of interior; Samuel Parker, minister of foreign affairs; Mr. Currier, minister of finance; Mr. Wilcox, attorney general. The queen has not yet appointed the cabinet to the throne.

## Murdered by Pirates.

SAN FRANCISCO, February 28.—Don't papers have but few particulars regarding the murder by a band of pirates of William Kelly and his young wife, between San Juan and Saco, on the 25th of January. Mr. Kelly was assistant examiner in the Chinese customs at Lung Chow, and the couple were returning from Hong Kong after their wedding. The remains were brought home and buried.

A fire involving the loss of nine lives and over a million dollars worth of property, occurred at Bangkok, Siam, January 19.

## Four Thousand Coals Worth of Smuggled Opium Seized by Customs Officer on the Arrival of the Belgic.

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## A Canadian Canvasser.

TORONTO, Ont., February 28.—The Evening Telegram to-day, as a result of special inquiries by mail, and a canvasser in every constituency in the Dominion, gives in a 20-column review the following forecast of the result of the present contest: Conservatives 12, liberals 10, and non-government majority 10. After the election of 1887, in the first session of the house the government lost and at the time of dissolution 51.

## Texan Shooting Affray.

ST. LOUIS, Mo., February 28.—A special from Gainesville, Tex., says: Two men, Dixon and Galt, and instantly after Mr. Benson at Gainesville, last night. The two men were quarreling over some trivial affair when Dixon drew a revolver and fired two shots at Benson, one of which entered the heart. Dixon escaped.

## Jerome Napoleon's Death.

ROME, February 28.—Prince Jerome Napoleon is lying at the point of death in this city. Cardinal Meunier has administered the sacrament of extreme unction to the dying prince.

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PUBLISHED BY  
THE GAZETTE PRINTING CO.DAILY—IN ADVANCE.  
Per annum.....\$10.00 Six months.....\$6.00  
Three months.....\$3.50 One month.....\$1.00WEEKLY—IN ADVANCE.  
Per annum.....\$5.00 Six months.....\$3.00  
Three months.....\$1.50 One month.....\$0.50ADVERTISEMENTS.  
Rates made known on application to the office.JOHN WORK.  
Facilities for Plain and Fancy Job Printing equal to those of any establishment west of the Missouri river.

All persons having advertisements in the paper and desiring them discontinued will please make it known at the business office, where they will be properly attended to. We can not hold ourselves responsible for advertisements continuing in the paper unless notice is thus given.

No claims are allowed against employees of the GAZETTE to effect any of our accounts.

All advertisements for the WEEKLY GAZETTE must be handed in not later than Thursday noon.

Advertising agents are respectfully notified that we do not want any advertising from them.

W. W. STEELE,  
Manager of the GAZETTE.

The Denver Times correspondent of someone else made rather a bad mistake in reporting that there were certain irregularities on the part of Colorado Springs city officials. The mistake evidently referred to the alleged irregularities of Colorado City officials.

Mr. Townsend has finally secured the passage in the house of a bill for the selection of inclement school lands in lieu of mineral lands. This will add about five hundred and sixty thousand acres to the school lands of the state. As the school fund is not compelled to pay taxes on its lands it can afford to hold them. Land can be selected which will easily be worth from ten to twenty dollars an acre in ten years, so that this will add finally somewhere from five to ten millions to the school fund of the state. This bill was originally introduced by Senator Eli, who secured its passage through the senate.

It is unfortunate that the bill providing for the semi-annual payment of taxes did not become a law before Saturday, as many would not have availed themselves of it and it been known. As it was, it was in a large measure due to Senator McGovern that it passed in season to help anyone. The bill became a law at ten o'clock on Saturday night, and those who have not yet paid their taxes can avail themselves of it. Considering Senator McGovern has never had any experience as a legislator in Colorado, his record is remarkable. His clear head, good judgment, and promptness in doing business has given him a position of influence which ordinary men would require a good many sessions to obtain. The fee of it is another bill to which he has given special attention. He has acted on this bill with great industry and it will save the people of the state some hundreds of thousands of dollars.

Volume thirty two of the Official Record of the War of the Rebellion devotes considerable space to the Fort Pillow massacre. Many of the documents in this volume have never before been published. It will throw considerable light on the much disputed question. A careful reading of the testimony leaves little room for doubt that all that was charged is substantially true. Not only the blacks but the white commanders were murdered in cold blood. A feature of the report is the correspondence between Gen. C. B. Wassburn and the Confederate General Forrest. The latter in one of his communications relies quite largely on a statement of Captain Young, a union officer who was captured at Fort Pillow. But a letter is published from Captain Young after he obtained his liberty which shows that his statements were made when he felt that his life was in danger. He confesses that the statements in his letters were not true and that, practically speaking, he was charged about the inhumanity of the rebels at Fort Pillow was true. It is not a very pleasant record to look over and will always be a blot on the name of the people of this country.

Captain De Coursey, as late president of the board of trade, writes a letter to the GAZETTE which we publish elsewhere, stating he has received a dispatch from Denver showing that it is necessary that the people should aid Senator McGovern in securing the passage of the bill providing for five commissioners in counties of this grade in place of three. This is a subject that everybody is interested in in this city, and Captain De Coursey's views will be heartily endorsed by all our people. It is unfortunate that at our political conventions for the nominations of county and other tickets that so much stress is laid upon locality. Every part of this county insists that it should be represented on the board of county commissioners. As a result in 1899 this city found that it had no representative whatever on the county board of commissioners, though we were paying more than half of the taxes. At present we have only one member of the board who was elected first as a commissioner of the east end of the county. This is very unjust to the city and the only remedy that has been suggested is that it be effective to increase the board of county commissioners to five. Then we can fairly give to this city one senator and Colorado City, and two to our eastern neighbors to compensate regarding any extravagance or any dishonest action on the part of our county commissioners. They have the full confidence of the people of this city, but they have not a ways felt in sympathy with the progressive people of the city, and provided for roads and bridges as the majority of taxpayers desired. This is likely to continue to be our experience so long as the majority of the board comes from the country districts. Every citizen of this town should sign the petition and take interest in securing signatures. If any of our readers personally know members of the legislature they should write strong letters urging this legislation.

The Denver Republican of Monday had a Washington "special" giving an interview with Mr. Edward A. Bowers, secretary of the American Forestry association. He expressed a great deal of surprise that there should be any talk in Colorado of repealing any of the forestry laws. Speaking of our forestry commissioner, Mr. Bowers said: "It would be especially unfortunate for Colorado to lose the valuable services of Colonel Edgar C. Ensign, who as forestry commissioner of Colorado has acquired a national reputation in forestry matters, and as by his efficiency received credit upon the stage throughout the nation."

At the time of the E. J. Brisson gold excitement we expressed the opinion that hardly there had been no attempt on the part of any of the E. J. Brisson people to spread a wrong opinion in the matter. Since that time the utterances of some people there and especially of the E. J. Brisson people have been such as to most change this opinion. We were careful in publishing the news of the alleged discovery to give the news not as a matter of opinion but as a matter of fact, and our desire for a find of the precious metal which would have been of great benefit to the county did not, as in the case of our esteemed contemporaries, lead us into the endorsement of wild and sensational statements. The enterprise of the GAZETTE in sending a reporter to investigate was not intended either to support or overthrow any preconceived theory, but simply to ascertain the truth. The assays made were not for the GAZETTE, but for Captain Ensign, and it was by written permission from him that the results were published. If these statements, not of opinions but of facts, resulted in the collapse of the boom it could only anger people who had an interest in suppressing or misrepresenting the truth. These facts still remain unchanged by any evidence, and vague opinions however positive and absurd statements in regard to the specimens brought to this city on a reflect discredit upon their authors.

The bill now before the legislature respecting the liability of employers for injuries caused to employees through the carelessness and ignorance of the workmen is finding a good deal of favor. But one thing seems to be lost sight of entirely. Without incurring a strike there are few corporations in this state that can exercise freedom in the selection of their employees. If this bill is urged by any of the unions it is very inconsistent. The unions themselves declare that corporations shall not employ any but union men. They sometimes go so far as to say that corporations shall not discharge union men where there is work for them, unless sufficient cause is shown to the organization. This was the case in the New York Central strike. The bill, which is probably originated with some trades union and has the active support of these unions, is practically against the interest of the unions. It is manifestly unfair to make an employer responsible for the damages done to any employee by any other workman so long as the employee and not the employer have the right to determine who the employees shall be. In many cases it would be much more fair to have the labor organizations which elect the employer what men shall employ responsible for any injuries to the workmen.

Our readers will remember the famous Fayerweather will, which was offered for probate as December, which distributed some two million one hundred thousand dollars to colleges and nine hundred thousand dollars to hospitals. The residue of the estate which was found afterwards to be considerably more than was at first anticipated, was left to the executors. The realties of Mr. Fayerweather's estate began proceedings to break the will. Now the residuary legacies have signed a power not to receive any part of the estate, but to distribute the remainder in accordance with Mr. Fayerweather's wishes. In many cases they increase the amount given to hospitals and colleges, and in a few cases give to new objects. Under this deed the executors four hundred and sixty-five thousand dollars are given to hospitals, making five hundred and sixty thousand dollars in all. One million five hundred and seventy-five thousand dollars more is given to colleges, making the total given to colleges three million six hundred and fifty thousand dollars. The executors say they shall simply require that the money be used by the colleges and hospitals to set up some building or for some definite purpose, so that Mr. Fayerweather's name may be connected with the use that may be made of the money. One would think the family would be willing to consent to this, but they are not. They are so confident in the action of the executors.

## RAILROAD LEGISLATION.

Two-thirds of the session of our extra session of the legislature has been devoted to the consideration of a bill to prepare a railroad law, which meets the demands of the railroads and the people. The bill is a very big one. Hardly any other person who has scratched on the surface of the many questions which are to be solved in passing this bill will be able to say that any adequate measure can be drawn up at this time. The interests involved are enormous. In the first place, the capital invested in railroads in this state amounts to more than that invested in any other industry. The railroads are more important to the development of the state than even our mines. A railroad is not only a means of transportation, but a factor in every shipper and community. We will briefly mention some of the difficult problems.

A line may be run into the state which will destroy Denver as a commercial point. As an illustration of this we may take the town of Meridian, Mississippi. This city had control of the whole business running in every direction, north, east, south and west, for a distance of one hundred miles. Because of its exceptional position on so many railroads it had a competitive rate that enabled it to bring in goods cheaper than those towns along the different lines which had only one railroad. At the time of the passage of the interstate commerce bill the business men of Meridian passed resolutions directing their senators and representatives to vote for it. When the bill went into effect they found that their whole trade disappeared, almost immediately. As these towns to which they had been selling could get the same rates from St. Louis, Louisville and New Orleans as Meridian, and the whole business was completely destroyed. Seeing this fact the merchants asked the railroads to restore the rates to the old basis. But they refused, saying they could not break the law. The citizens then offered to put up ten thousand dollars and furnish indemnity bonds that the railroads should not be compelled to pay any of the fines or any of the expense of fighting this provision of the law. But it was of no use. The merchants of Meridian now control the local business of that town, and wish they had not any railroad legislation. The same thing is just as likely to happen to some community in this state if any law is passed which is not carefully considered by a body of intelligent and thoughtful men.

There are very intricate questions regarding rates which only the most accurate minds with the largest information can settle. For example, there was a meeting a few days ago between a committee of merchants from Grand Junction and some rail way officials regarding the rate from the east to Grand Junction. The merchants requested that the rate to Grand Junction be as low as the rate to Salt Lake. This seemed a very simple proposition. But as a matter of fact it was one of the most difficult. The interstate commerce commission has a ready decided that in any interpretation of the long and short haul clause the competition by water must be considered. Now, as a matter of fact, the rates from New York to San Francisco by steamers have been made as low as thirty cents a hundred. This low rate affects a rates set from San Francisco up to a certain point where competition with water comes. Now it happens that the fact that so low a rate can be obtained to San Francisco makes it much cheaper to haul goods from New York to San Francisco by water and thence to Salt Lake by rail than to haul freight from New York by rail to Salt Lake. As a result the rate to Salt Lake from New York is a proportionately higher than to some intermediate points. The railroads in Colorado make out of their proportion of the through rates very little more than their operating expenses. But if the business were done at this rate, then the railroads would not be able to pay any interest on their bonds, much less any dividends to the stockholders. If the railroads in Colorado were forced to make the same rate to Grand Junction as to Salt Lake, then they would be compelled to reduce all Salt Lake business and let it go to Salt Lake over railroads which do not pass through Colorado. Some measure might be passed which would compel the railroads to give up the through Salt Lake business. But this would not be a Grand Junction, because that rate would be unchanged. It would be an injury in one way, because the very small earnings of the through business carry the railroads to cover their local business at a less rate. A peculiar feature of this action is that Grand Junction does not wish to be given the same rate as Salt Lake from the Missouri river. The same rate is given to Montrose and other towns. Then would come in the question for the legislature to decide whether it should so legislate as to destroy all the advantages by giving the same railroad rates to all small towns in the state. While there is a seeming justice in making every road which carries a commercial center, yet in the long run the consumer would be the loser. These rates are as adjusted that they do not carry any freight that is not to be carried, but they are together to one

center large business interests so that purchases may be made in large quantities, and in reality lower prices given to the consumer. It is really the difference between buying goods at a railroad rate instead of at a one hundred pound rate. This is a pretty large question to consider, and one that involves the commercial interests of the state as well as the interests of the consumer. These questions that we have discussed above are of more interest to the shippers and towns at the state than to the railroads. But the railroads will be most affected when an effort is made to make a maximum rate. It will be difficult to fix on the maximum rate from any precedent in the railroad legislation. If the railroads are taken as a basis, they will be manifestly unjust, because the roads in the mountains are much more costly to construct. They have heavier grades and sharper curves. They run through a great deal of country that necessarily cannot give any business to them. They are also much more difficult to operate. The Midland road for example can only run with one engine five cars up the pass, while the railroads on the plains with the same power and number of engines can haul a load of sixty to seventy cars.

As an illustration of the expense of operating the mountain roads, a recent experience of the Midland is pertinent. For the past nine days the Colorado Midland has been unable to haul a freight car over the continental divide. Yet the superintendent and all the men he could get have been working night and day to clear the road. As a matter of fact they have succeeded in getting through passenger trains through many hours. But this is done at an immense expense. A rotary blow is kept going during the whole twenty-four hours. This is followed by an engine with a tender to clear the track. Then comes the passenger train drawn with difficulty by three locomotives. The arrangement to come through under these very unfavorable circumstances carried three paying passengers. The road was nearly clear on Friday, but on Friday night came the worst storm of a which has rendered useless all the work previously done.

A maximum rate would prevent the building of many miles of road in this state provided the rate was in any way just or helpful to those on the line of the road east of the mountains. When a new line of road is suggested the promoters of the railroad immediately begin to consider whether it will pay at the start or can be made to pay because of the impetus given to the development of the country by the railroad. In making these conclusions the number of passengers on the line of the new road; the character of the business they are engaged in; the rate of freight they are now paying; the rate of freight they would be willing to pay, are all factors. If the freight can be reduced to two-thirds of the present rate people will prefer the railroad. The inhabitants can get out to some important railroad center in a quarter of the time for half the price and half the discomfort they prefer to have the railroad. But if a maximum rate is put in the bill which will protect the people east of the mountains from exorbitant charges it will probably prevent the people west from getting railroads. Such a railroad law would have prevented much development that has now been going on, and will prevent railroad extensions now projected.

It is a very important question that is presented to the people of this state. Do we want the law? The whole question is so broad and intricate, involves so many interests to the merchants and property holders of this state, to the commercial centers, as well as to the small towns without railroads, that the legislature ought not to pass a bill without great care and consideration. A bad law is worse than no law. If this law cannot with reasonable certainty be framed so as to answer the demands of the people, it would be much better not to pass any law, for neither Denver nor Pueblo care to run the risk of endangering their commercial supremacy, not to say our towns in the state east of the divide, the chance of having communication with the outside world.

At the present time it would be much wiser if the legislature were to provide for a commission of men not actively engaged in business, but of market business ability who should investigate this whole matter. The operation of rates at commercial centers, the difference in the conditions of the mountain towns and the plains towns; the effect of competition by water on places like Salt Lake; these and various other questions the commission should carefully investigate. They should spend at least three months in investigating the interests of the merchants, the interests of the commercial centers, and the interests of the part of the state which has no railroad communications. This commission could formulate a bill which would protect the interests of the shippers, a carefully studied business measure, and be used by the railroads. It could accompany a bill with a report which would show all the whole railroad situation. If the legislature passes any session now, it must take on the reports of interested parties, and make a thorough study of the whole matter. The people of the state will be well served by this. It is a very important question, and it is now being done, except in the

## BROADMOOR ENTERPRISE.

We print elsewhere a cut and description of the new Casino now in process of erection at Broadmoor. We cannot be too grateful to the Broadmoor company for the place and enterprise it has shown in doing this. It is the one building improvement which has for many years been needed to make this city an attractive place for pleasure seekers as well as health seekers. We believe it will be a good business investment for Broadmoor, though few capitalists had sufficiently liberal ideas to see it. One of the problems that has always presented itself when it was necessary for a family to accompany the invalid when in search of health has been, what else, the well ones do? If a European health resort was chosen there was always enough amusements to please those who had not gone on account of health. A great many have objected to staying there because there was so little to do and no place of amusement to go to. The Casino is the best solution possible of the problem given above. It is near enough the city so that any of our people can go out here to hear the concerts or to patronize the restaurants. It is expected the Casino will be ready on the 15th of June. From that time on Broadmoor will be the center of attraction for the pleasure seekers of the state. There is no place in Colorado that is easily accessible that is cooler except possibly Palmer Lake. But Palmer Lake will present none of the attractions that Broadmoor will.

The passage by the house of the Secor bill which provides for the abolition of the office of forestry commissioner and the assumption of his duties by the chairman of the different county boards of commissioners was a great disappointment to the friends of good forestry legislation. The vote stood in favor of the Secor bill thirty-three for, to thirteen against. This action was taken by the house without any investigation. It spent so much time in trying to regulate the appointments of petty clerks that now it has begun to legislate on important matters it does so without forethought. Fortunately all bills have to pass the senate and be approved by the governor. There was a joint meeting of the house and senate committees on forestry on Wednesday evening before which the Sen. W. N. Byers, Colonel E. T. Ensign, and Messrs. T. C. Enry and W. W. Pardee appeared. A great many important facts were placed before the joint committee, of which the members previous were not aware, and there was a marked change in sentiment, especially on the part of the members of the house. The chairman of the senate committee stated that in his opinion the senate would not pass the Secor bill, but probably would pass the three bills urged by the State Forestry association. These bills in general terms provide for a more efficient enforcement of forestry laws. The members of the house committee rather put the blame on Colonel Ensign for the passage of the Secor bill. But as he was not requested to appear before the committee, though anxious to do so, it certainly was not his fault; it was the fault of the house in trying to pass legislation without proper consideration. There was a so some reflection on Col. Ensign's work as forestry commissioner. But Mr. Byers very clearly showed that this had no more basis in fact than other crude ideas which the house had on this subject. As a matter of fact no state officer has been more intelligently faithful in the discharge of his duties than Colonel Ensign has. The salary is so small that the politicians generally have left the position alone. During the first two years Colonel Ensign was in office he served without pay, from love of the work. To the average member of the lower house, however, this would be evidence of want of business capacity, for he would be unable to appreciate public spirit of this character.

Corace Carpenter, who was a lieutenant in the confederate army during the war, writes a very readable article regarding his treatment in a northern prison, entitled "Pain Living at Johnson's Island." Everything is relative in this world. If one of our soldiers had had the same experience at Belle Isle or Andersonville he probably would have decried an article describing it as "Pain Living" at Belle Isle or Andersonville. The article is written in excellent spirit and bears the stamp of truthfulness. Johnson's Island is in Lake Erie about three miles from Sandusky. The buildings were frame houses, well-boarded, and were comfortable in summer, though not very warm in winter. They were in two rows facing each other, one hundred and fifty feet apart. The space between the two rows of buildings was called a campus or parade ground where they played base ball in summer or engaged in snowballing each other in winter. They ate in buns and each person had a blanket. In most cases there were two in a bunk, so that there were two blankets. Wood was distributed daily. They were permitted to make all kinds of articles, and there were work benches all through the buildings. These articles they sold and had the money to buy themselves extra comforts. Books and newspapers were also given them and they were privileged to receive letters after inspection. They were allowed to have light until it was dark so that they could use their time in the evening for reading or amusement. They organized a theatrical company.

The Southern Pacific railroad is so washed out that it has been regarded the Atlantic and Pacific and Midland railroads that it is sending two hundred and thirty-eight freight cars for them to take over their lines to the Pacific. Nature seems to be asserting in a very effective way that the true pathway to the Pacific is through Colorado.

Southerner is unfortunate in not being in Paris at the present time. There seems to be a very good opportunity to bring on trouble between Germany and France. The only public building left in Yuma by the flood was the jail. Unconsciously this is the most useful building there, and Providence was the consequence.

Many called the Rebels onians and played among other things "The Black Prince." At first food was abundant. But later he says it was impossible to procure any. When they were put on short allowance they were given a loaf of bread and a small piece of fresh meat daily. The writer thinks that he suffered a good deal because of this short diet, and a great deal of his having been reduced from one hundred and forty to one hundred pounds in weight. Still he was in pretty good shape when he was released, as he was twenty strong enough to start home; walking from Charlotte, North Carolina, to his home in Mississippi. If this be contrasted with our own soldiers in rebellion it will be found that there is no comparison as far as exposure or suffering is concerned. Few of the prisoners at Belle Isle had any shelter which at the best was only a tent. No blankets or fuel were furnished them. There was no way of making crinets or selling them for revenue. A friend of the writer who was there in the winter of '63 and '64 says that the ration served daily was a thin piece of corn cake, made by grinding both the cob and corn, perhaps equal to a quarter of a loaf of bread. No fresh meat whatever was served. About Christmas a small quantity of pork was received from the sanitary commission, but the portion to each man was only a small slice. It is a matter of history that when many of our soldiers were released they were too weak to walk, and it was necessary to feed them under medical direction. The reason of this was obvious. Our men were not simply put on short diet as Lieutenants Carpenter was, but they were absolutely starved. It was not an uncommon thing at Belle Isle for a man to grow crazy from suffering, exposure, and starvation, and few who stayed there any length of time and now have recovered from the effects of their imprisonment. It is quite true that the soldiers were short of provisions, but so long as they had enough to feed an army their prisoners should have been kept from starving. All this occurred, however, within a stone's throw of the confederate capital.

## An Important Bill.

COLORADO SPRINGS, March 2, 1902.

To the Editor of the GAZETTE: I do not have to inform you how important to the best interests of Colorado Springs and El Paso county it is that the bill pending in our legislature which will give this county five commissioners instead of three, shall pass.

I am informed, however, that strong efforts are being made by interested parties to defeat the bill, and unless we are up and doing these efforts will be successful, and Colorado Springs especially will suffer in consequence. Our active senator, Mr. A. A. McGovern, has telegraphed to me that he needs the aid of our people in his efforts to secure the passage of the bill, and I have prepared a petition to the legislature begging them to put it through in accordance with the wishes of a majority of our best citizens. These petitions will be put at public places around town for signatures, to-morrow and next day, at the banks, hotels, drug stores, book stores, etc., and I beg you will use your influence with our people to have them take the trouble to affix their signatures thereto, in order that they may be forwarded to Senator McGovern before it is too late for them to prove effective. This matter is one of great importance to us all, and I do hope our people will wake up to a full comprehension of this fact.

Yours respectfully,  
M. L. De Coursey,  
Late President of the Board of Trade.

The Denver News two years ago was in favor of the bill making appropriations from the internal improvement fund. At that time Denver got a slice out of it. It now is against the passage of the various bills appropriating money from this fund, except the one providing that this fund loan to the state capital fund two hundred thousand dollars. This also will be spent in Denver. We think the News is right in this urging this loan, but it was not right when it urged that money be sent out of this fund to build viaducts for Denver.

Our west. Yes, Colorado Springs is out west, but you should see the high school building they are erecting there. It is 110x80 feet, has a single a. c. 6x10 feet, and costs \$88,000. We do not know a school building is this state as handsome as this plan shows this high school to be. The principals is our old friend Geo. B. Turnbull, formerly of Co. 88th academy, whose brother has just been principal of the high school in Oil City, Pa. (Syracuse School Bulletin).

The above clipping gives an illustration of one of the benefits that will result to this city from the construction of such a building as the proposed new high school.

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GILBERT W PACKER  
Administrator of the estate of Wm. M.  
num, deceased wb-2